

# The China Mail.

Established February, 1846.

VOL. XLIV. No. 7702.

號十三月四年八十八百八千一英

HONGKONG, MONDAY, APRIL 30, 1888.

日十二月三年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—E. ALCAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, CORNELL GORDON & GOTCH, LUDWICK CIRCUS, E.C. BATES HENRY & CO., 37, W. BROAD, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street; W. M. WILLIS, 151, Cannon Street, E.C.  
PARIS AND EUROPE.—AMADEI PRINCE & CO., 36, Rue Lafayette, Paris.  
NEW YORK.—ANDREW WIND, 21, Park Row.  
SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, NEW YORK.  
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, MELBOURNE and SYDNEY.  
CEYLON.—W. M. SMITH & CO., THE APOTHECARY'S CO., Colombo.  
SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore. C. HEINRICH & CO., Manila.  
CHINA.—MAZZO, F. A. DE GELZ, Sust. QUILLEN & CO., Amoy. N. MOULLE, Hongkong, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, YOKOHAMA. LANE, CRAWFORD & CO., and KELLY & CO.

## Intimations.

CHAS. J. GAUPP & CO.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.  
NAUTICAL SCIENTIFIC AND  
METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED  
BINOCULARS AND TELESCOPES,  
RUECKER'S LIQUID AND OTHER COMPASSES,  
ADMIRALTY & MILITARY CHARTS,  
NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATED WARE,  
CHRISTOFLE & CO.'S ELECTRO-PLATED WARE,  
GOLD & SILVER JEWELLERY  
in great variety.

## Diamonds.

DIAMOND JEWELLERY.  
A Special Collection of the Latest London  
PATTERN, at very moderate prices. 742

A RAMBLE THROUGH SOUTHERN  
FORMOSA.—By Mr. G. TAYLOR.  
This Article, which has been reprinted  
from the "China Review," contains one of the  
best Sketches of Formosa Life yet written.  
A few roughly-executed Woodcuts are  
included in the pamphlet.

May be had—Price, 51.—at Messrs. LANE,  
CRAWFORD & CO., and Messrs. KELLY &  
WALSH, LIMITED, Hongkong; also, MR. N.  
MOULLE, Amoy.

Hongkong, March 3, 1888. 363

## NOTICE.

HONGKONG AND WHAMPoa DOCK  
COMPANY, LIMITED.

SHIPMasters AND ENGINEERS are  
respectfully informed that if upon  
their arrival in this Harbour, NONE of  
the Company's FOREMEN should be at  
hand, Orders for REPAIRS if sent to the  
HEAD OFFICE, No. 14, Praya Central, will  
receive prompt attention.

In the Event of Complaints being found  
necessary, Communication with the Under-  
signed is requested, when immediate steps  
will be taken to rectify the cause of dis-  
satisfaction.

## D. GILLIES,

Secretary.  
Hongkong, August 25, 1888. 1458

CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO CONTRIBUTORS.

A FIRST INTERIM BONUS OF TWENTY  
PER CENT. UPON CONTRIBUTIONS FOR THE  
YEAR 1887 HAS THIS DAY BEEN DECLARED.

WALRIS may be had on application at  
the above OFFICE on and after the 5th  
Proximo.

JARDINE, MATHESON & CO.,  
GENERAL AGENTS,  
CANTON INSURANCE, LIMITED.  
Hongkong, April 19, 1888. 640

DENTISTRY.

FIRST CLASS WORKMANSHIP.  
MODERATE FEES.

MR. WONG TAI-FONG,  
Surgeon Dentist,  
(Formerly APPRENTICE AND LAT-  
TELLY ASSISTANT TO DR. ROGERS.)

A THE urgent request of his European  
and American patients and friends,  
has TAKEN THE OFFICE formerly oc-  
cupied by Dr. ROGERS.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

CONSULTANT TO MISSIONARIES AND FAMILIES.  
Sole Address

2, DUDDELL STREET,  
(Next to the New Oriental Bank.)  
Hongkong, January 12, 1885. 66

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS OF FIFTEEN  
PER CENT. UPON CONTRIBUTIONS FOR THE  
YEAR 1887 HAS THIS DAY BEEN DECLARED.

WAREHOUSE may be had on application at  
the OFFICE of the Society on and after the  
20th Instant.

By Order of the Board,

DOUGLAS JONES,  
Acting Secretary.  
Hongkong, April 16, 1888. 620

GOVERNMENT NOTIFICATION.

No. 171.

INFORMATION has been Received from  
Her Britannic Majesty's Consul at  
San Francisco that ALL VESSELS arriving  
them from Hongkong will be placed in  
QUARANTINE FOR FOURTEEN DAYS.

By Command,

FREDERICK STEWART,  
(Colonial Secretary.)

COLONIAL SECRETARY'S OFFICE,  
Hongkong, April 24, 1888. 669

THE HONGKONG AND KOWLOON  
WHARF & GODOWN COMPANY,  
LIMITED.

THE Company is prepared to TRAN-  
SHIP CARGO from its GODOWNS  
at Kowloon or West Point to any STEAMER  
in the harbour, and to BRING CARGO across  
from Kowloon to any place on the Praya,  
at the usual rates.

By Order,

ISAAC HUGHES,  
Secretary.  
Hongkong, April 20, 1888. 645

NOTICE OF FIRMS.

MR. GEORGE DIXWELL FEARON  
WAS ADMITTED A PARTNER IN our Firm  
First on the 1st January, 1888.

DRACON & CO.  
Canton, 2nd April, 1888. 533

NOTICE.

MR. M. GROTE has THIS DAY been  
Admitted a PARTNER in our Firm.

CHATER & VERNON.  
Hongkong, January 15, 1888.

THE HONGKONG AND KOWLOON  
WHARF AND GODOWN COM-  
PANY, LIMITED.

NOTICE is hereby given that all VESSELS  
DISCHARGING BOMBAY COTTON  
AND COTTON VARNY AT THE KOW-  
LOON WHARFS will have Free Storage  
for 14 days from arrival, after which a Rent  
of 3 CENTS per bale per month will be  
Charged.

ISAAC HUGHES,  
Secretary.  
Hongkong, November 7, 1887. 2148

WASHING BOOKS.  
(In English and Chinese.)

WASHING BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office—Price, \$1 each.  
CHINA MAIL OFFICE.

Hongkong, November 7, 1887. 2148

## BUSINESS Notices.

### LANE, CRAWFORD & CO. WINES, &c.

F. O. R. S. A. L. E.  
SHERRIES.—SACCONI'S HELICON, MANZANILLA and AMONTILLADO. CHOICE OLD  
BROWN SHERRY.  
CLARETS.—COTES DE BOURG, MERLOT, HAUT TALENCE, ST. EMILION, MARGAUX,  
CHATEAU LAROCHE and CHATEAU LAFITE.  
CALIFORNIA BREAKFAST CLARET and WHITE WINE.  
PORTS.—CUTLER, PALMER & CO., and OWN IMPORTATION DIRECT FROM OPORTO.  
BUNDURIES.—CHAMBORD, CHARLES, NUITS, MACON, MOULIN A VENT, BEAUNE  
and POMMARD.  
HOOKS.—HOCHSCHILD AND HAUT SAUTERNE.  
CHAMPAGNES.—AVALA & CO.'S and OTHER BRANDS.  
BRANDIES.—COUVREVOIR, HENNESSY, EX-SHAW, and LIQUEUR BRANDY 1848  
VINTAGE.  
WHISKIES.—TRACHER'S HIGHLAND CREAM, DUNVILLE'S IRISH, and OLD BOURBON  
RUM.—OLD JAMAICA RED HEART.  
GIN.—SWAIN & CO.'S OLD TOM and VAN HOEKEN'S GENEVA.  
LIQUEURS.—CHAUTREUX, CURACAO, MARASCHINO, D.O.M., NOYAU, CHERRY  
BRIADY, CHERRY-CORDIAL, GINGER BRANDY, and GINGER WINE.  
BITTERS.—ANGOSTURA, BAKER'S, ORANGE, CHIRETA and BOLIVAR.  
ALE & STOUT.—BANN'S ALE and GUINNESS'S STOUT, BUD, DOG BRAND, CLAUNEN'S  
AMERICAN LAGER, KAHLER LAGER and TORONTO'S FRIEDRICH.  
BASS'S DRAUGHT ALE and WHITBREAD'S DRAUGHT STOUT.  
Hongkong, April 11, 1888. 580

W. POWELL & CO.  
HAVE RECEIVED  
EX-LATEST STEAMERS.  
A FULL ASSORTMENT OF  
NEW SPRING AND SUMMER GOODS,  
IN EVERY DEPARTMENT.

W. POWELL & CO.,  
VICTORIA EXCHANGE, Hongkong, April 5, 1888. 556

NEW GOODS.

TALL SILK HATS.  
DRAF FEAT HATS.  
BLACK, BROWN, DRAF and  
GRAY HAIR FEAT HATS.  
TERAI and OTHER SOFT FEAT  
HATS.  
WEEPS AND CAPS IN  
new shapes.  
STRAW AND PITTS HATS.  
SILK UMBRELLA, starts \$5,  
over 10 to choose from.  
WALKING STICKS, a very  
large assortment.  
WATERPROOF COATS, LUG-  
GINGS AND CHAIN APRONS.  
UNSINKABLE RUGS & SCOTCH  
MATS.  
OVER COATINGS, light and  
heavy.  
OVER COATINGS, Ulster  
Tweed.

Solid LEATHER PORTMAN-  
TEATS.  
OVERLAND TRUNKS, GRAD-  
STONE BAGS, and a variety  
of TRAVELLING CASES, all  
sizes.  
FANCY and CHECK TWEED  
SUITS.  
TROUSERS, in a great  
variety of Stripes, Checks,  
&c.  
CRICKETING FLANNELS, in  
Check, Stripes & Plain.  
French Printed SHIRTINGS.  
Unshrinkable FLANNEL  
SHIRTINGS.  
Winter, Medium and Sum-  
mer UNDER VESTS and  
PANTS.  
Patent Leather BOOTS and  
SHOES.  
DANCING PUMPS, all sizes.  
Large Stock of SCARFS, TIES,  
HANDKERCHIEFS, BRACES,  
TWEEDS.

ROBT. LANG & CO.

Hongkong, February 21, 1888. 285

STAG HOTEL,  
QUEEN'S ROAD CENTRAL, HONGKONG.  
J. COOK, Proprietor.

THE HOTEL IS ORNAMENTALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM  
THE PRINCIPAL LANDINGS PLACES.

GOOD ACCOMMODATION FOR VISITORS.  
CHARGES MODERATE.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WELLS VENTILATED BILLIARD ROOM.

TIFFIN at 1 o'clock. DINNER at 7.30.

Hongkong, April 1, 1887. 607

Victoria Hotel,  
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central  
and airy positions in the Colony and commanding a splendid view of almost  
the entire harbour and within five minutes' walk of the principal Government  
Offices (including the Post Office, Banks, &c.), has recently been much en-  
larged and improved and is now ONE of the principal Hotels in the place.  
The ROOMS are spacious, well ventilated and have just been refurnished in a most  
comfortable and handsome manner, suited to the requirements of the Far East.  
The Accommodation and Service of every kind will be found to be of the best description.  
An ample and varied STAFF D'HOTE always provided and served in the spacious,  
large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD  
and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABEE & HING KEE,  
Proprietors.

Hongkong, September 16, 1888. 1612

For Sale.

BALL PROGRAMMES  
FOR SALE.

100 NEW GRAMES AND PATTERNS.  
'CHINA MAIL' OFFICE,

2, WYNDHAM STREET.

January 20, 1888. 605

FOR SALE.

JULES MUMM & CO.'S  
CHAMPAGNE,

Quarts.....\$20 per Case of 1 doz.  
Pints.....\$21 " " 2

DUBON FRÈRES & DE GERON & CO.'S  
BORDEAUX CLARETS AND  
WHITE WINES.

Baxter's Celebrated 'Barry Bros.'

WHISKY.—\$7 per Case of 1 doz.

GIBB, LIVINGSTON & CO.

Hongkong, July 18, 1884. 1187

TO BE LET.

(With Immediate Possession.)

TWO DESIRED RESIDENCES situated  
in Caine Road, West end Terrace  
opposite to Rose Villa.

Apply to G. C. ANDERSON,  
13, Praya Central.

Hongkong, March 22, 1888. 489

TO LET.

A commodious SUITE OF OFFICES in  
the Ice House Building.

Apply to G. C. ANDERSON,  
13, Praya Central.

Hongkong, October 31, 1887. 2130

TO BE LET.

A SEMI-DETACHED HOUSE in RICH-  
MOND TERRACE, containing 6 Comfort-  
able Rooms, 3 Bath Rooms, and convenient  
Out-Offices.

A NEW STOREY has just been added  
to the Servants' Quarters.

Apply to JOHN WILLMOTT,  
Hongkong Dispensary.

Hongkong, April 25, 1888. 670</p

## To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY &amp; FOOCHOW.

The Co.'s Steamship, *Hai-ping*, Captain HARRIS, will be despatched for the above Ports TO-MORROW, the 1st May, at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK &amp; CO., General Managers, Hongkong, April 30, 1888. 693

## STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Ancona* will leave for the above place TO-MORROW, 1st May, at 3 p.m.

E. L. WOODIN, Superintendent, P. &amp; O. S. N. Co.'s Office, Hongkong, April 30, 1888. 701

## GLRN LINE OF STEAM PACKETS.

FOR YOKOHAMA AND KOBE.

The Steamship *Glenfield*, Captain DONALDSON, will be despatched as above on WEDNESDAY, the 2nd of May, at Daylight.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., Agents, Hongkong, April 30, 1888. 694

## FOR SHANGHAI.

The Steamship *Anony*, Capt. R. Kühler, will be despatched for the above Port on WEDNESDAY, the 2nd May, at 4 p.m.

For Freight or Passage, apply to SIEMSEN &amp; CO., Hongkong, April 30, 1888. 691

## THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.

The Company's Steamer *Tachow*, Captain J. NEWTON, will be despatched for the above Ports on WEDNESDAY, the 2nd May, at 4 p.m.

For Freight or Passage, apply to GEO. R. STEVENS &amp; CO., Agents, Hongkong, April 30, 1888. 696

## FOR KOBE (DIRECT).

The Steamship *Esmeralda*, Capt. MORTHAM, will be despatched for the above Port on THURSDAY, the 3rd May, at Daylight.

For Freight or Passage, apply to GEO. R. STEVENS &amp; CO., Agents, Hongkong, April 30, 1888. 698

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES &amp; STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Changsha*, WILLIAMS, Commander, will be despatched as above on THURSDAY, the 3rd May, at Daylight.

For Freight or Passage, apply to GEO. R. STEVENS &amp; CO., Agents, Hongkong, April 30, 1888. 698

## STEAM TO BOMEAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamship *Lombardy*, will leave for the above places on FRIDAY, 4th May, at 3 p.m.

E. L. WOODIN, Superintendent, P. &amp; O. S. N. Co.'s Office, Hongkong, April 30, 1888. 702

## FOR SINGAPORE, HAVRE AND HAMBURG, VIA SUEZ CANAL.

(Taking cargo at through rates to ANVERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL and BREMEN.)

The Steamship *Ispahanga*, Captain L. VOLMER, will be despatched for the above Ports on TUESDAY, the 8th May, at 2 p.m.

For Freight or Passage, apply to SIEMSEN &amp; CO., Agents, Hongkong, April 30, 1888. 692

## AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.

(Taking cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIC PORTS.)

The Co.'s Steamship *Brenice*, Captain E. PERINI, will be despatched as above on THURSDAY, the 10th May, at Noon.

For further Particulars regarding Freight and Passage, apply to the AGENT of the Company, Fraya Central.

O. BACHRACH, Agent, Hongkong, April 30, 1888. 699

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY,

the 6th day of May, 1888, at Noon, at his Salerooms, Queen's Road,—

(For Account of the Concerned.)

THE AMERICAN STEAMER *S. A. N. P. I. B. L. O.*, as she lies wrecked near Turnabout Island.

Also,

Whatever CARGO there may be on Board the Vessel.

The Vessel and Cargo will be sold separately.

TERMS.—Cost of the full of the hammer.

The Vessel and Cargo to be at the risk of the Purchasers for the full of the hammer.

J. M. ARMSTRONG, Auctioneer, Hongkong, April 30, 1888. 698

## NOTICE.

THE WONG-NEY-CHONG DAIRY FARM having been leased by the Steamer *Chingtao*, a supply of MILK Cows for Native Australia, is now prepared to Supply the General Public with PURE COW'S MILK (guaranteed) at 9 CENTS per Ordinary Pint, (reputed), deliverable to order, ANY WHERE within the Colony, between 6 A.M. and 10 P.M.

Orders sent direct to WONG-NEY-CHONG DAIRY FARM, or to the care of Mr. V. DANESBERG, H. M. Naval Yard, will be promptly attended to.

Hongkong, April 28, 1888. 688

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM LIVERPOOL &amp; SINGAPORE.

THE Company's S.S. *Oriole*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being handled at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned, before Noon on the 6th May, or they will not be recognized.

No Fire Insurance has been effected, and all Goods remaining in the Godowns after the 6th May will be subject to rent.

General Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-day.

Bills of Lading will be countersigned by ARNHOUD, KARBERG &amp; CO., Agents.

Hongkong, April 30, 1888. 690

## POST OFFICE NOTICES.

## MAILS will close:

For YOKOHAMA &amp; KOBE.

For GLASHIEL, at 5 p.m., on Tuesday, the 1st May, instead of, as previously notified.

For SINGAPORE.

For DUBIG, at 11.30 a.m., on Wednesday, the 2nd May.

For SHANGHAI.

For TAIPEI, at 3.30 p.m., on Wednesday, the 2nd May.

For TOW-TOW, SINGAPORE &amp; BANGKOK.

For TRAICHE, at 3.30 p.m., on Wednesday, the 2nd May.

For PORT DARWIN, SYDNEY &amp; MELBOURNE.

For HONGKONG, at 5 p.m., on Wednesday, the 2nd May.

For MARIE, from HOIPOHNA, 16 Chinese.

DEPARTED.

For TENGJOE, from HONGKONG, for SINGAPORE, Messrs A. M. PLACE and J. T. GASPER, Mr. and Mrs. WATSON, Mrs. CHASELL and 4 servants.

For ANCONA, British steamer, 1,888, W. J. WEBSTER, London, March 22, and SINGAPORE, April 25, Master and General—P. &amp; O. S. N. CO.

For HEIER, German steamer, 338, B. DELTETSEN, April 26, Rice and Paddy—A. R. MARTY.

For MARINA, British steamer, 1,060, Geo. POWELL, NAGASAKI April 25, Coal—TAKA-SIMA J. LIPSTADT.

For MARIA, German steamer, 704, J. H. Hohlmann, April 26, Rice and Paddy—A. R. MARTY.

For MARINA, for SWATOW, 400 Chinese.

For BENTON, for SINGAPORE, 889 Chinese.

TO DEPART.

For PROMETHEUS, for SHANGHAI, 4 European.

For SOCHOU, for HOIPOHNA, 40 Chinese.

SHIPPING REPORTS.

The American ship *Hayes Brown* reports:

Had generally fair and fine weather, and much calm, with light Easterly winds.

The British steamer *Chingtao* reports:

Left Sydney 10th instant, and arrived at Townsville on the 15th, left again the same day, and arrived at Cairns the following morning, arriving again immediately after, arrived at Cooktown the 16th, left again the same day; arrived at Thursday Island on the 19th instant. From Sydney to Thursday Island, had dark hazy weather with following wind and sea; left Thursday Island at 2.15 p.m., of the 19th inst. Arrived in Hongkong at 6 p.m., of the 29th instant. From Thursday Island to anchorage Hongkong, had light variable winds and smooth sea, with clear weather.

The German steamer *Triumphant* reports:

Had light S.E. wind and fine weather.

The Dutch steamer *Eastland* reports: Had S.W. wind and fine weather.The British steamer *Dorsetshire* reports:

Had light Southerly winds and fine; but wet weather in the Gulf of Siam; thence pleasant breeze and fine clear weather into Port.

The British steamer *Oriole* reports:

Left Singapore at 4 p.m., 23rd instant, and had light variable winds and very fine weather throughout.

The British steamer *Recorder* reports:

Had fresh Easterly breeze and fine air as far as Paracels, and light airs from thence to port.

PASSENGERS.

ARRIVED.

For CHILOE, from SYDNEY, Mr. and Mrs. F. C. CRAVEN, Mr. and Mrs. G. MARTIN, Misses L. WARREN and J. COHEN, Messrs W. J. WALKER, A. G. BARNES, E. C. BARACE, A. HARVEY, A. WHITE and W. TELFORD.

For SOCHOU, from PAKHOU, Mr. and Mrs. SWANSTON (Commissioner of Customs); and 39 Chinese.

For ESPANA, from MANILA, 81 Chinese.

For TRIUMPH, from TONQUIN, 20 Chinese.

For BENTON, from AMAN, 2 Europeans.

887 Chinese, 10 women, and 23 children.

For DECEMBER, from BANGKOK, 183 Chinese.

For OPIQUE, from SINGAPORE, 93 Chinese.

For ANCONA, for HONGKONG, from LONDON, MR. REED, SGT. DODGE, WORTH, MR. and MRS. WALKINSHAW, MESSRS. TROUP, DUFF, CHANDLER, MACDONALD, MRS. DICKINSON, and MR. ALLEN; from MARSEILLE, MR. and MRS. GILTON, F. B. SMITH, LABRIE, W. STULL, MR. and MRS. HAWKINS; from

HONGKONG, April 30, 1888. 690

ARRIVED.

For CHILOE, from SINGAPORE, Mr. and Mrs. F. C. CRAVEN, Mr. and Mrs. G. MARTIN, Misses L. WARREN and J. COHEN, Messrs W. J. WALKER, A. G. BARNES, E. C. BARACE, A. HARVEY, A. WHITE and W. TELFORD.

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HONGKONG, April 30, 1888.

## THE CHINA MAIL.

A MARINE Court will assemble at the Harbour Office to-morrow, the 1st instant, at 10.30 a.m., to enquire into the circumstances connected with the stranding of the British s.s. *Ashington* in the Sulphur Channel, on the 21st instant.

THREE coolies named Ngai Luk, Ngai Shing and Ngai Chai were charged before Mr. Weddhouse, in the Police Court to-day, with stealing a bale of hemp, of the value of \$80. An Indian constable said that at 8 o'clock last night he saw the second and third prisoners carrying a bale of hemp from the P. & O. Wharf to Jardine's Wharf, the first prisoner leading them. A watchman at the P. & O. Wharf gave evidence to the same effect. Alexander Cobban, chief officer of the S.S. *Diamante*, which vessel is now lying at the P. & O. Wharf, said the bale of hemp was part of the cargo of the *Diamante* brought from Manila. The hemp was being stored in the Godowns of the P. & O. Company, which are opposite the wharf. The prisoners were found guilty and sentenced to six months' hard labour.

ONE of the American papers tells of a lady who has "a novel way of relieving her mind when anything exasperates her. She will not swear, but often feels as if she would like to do so. Accordingly she keeps a book in which, when the inclination to swear is strong upon her, she scribbles all the 'darns' and other imprecations she can remember to the extent of several pages. After that she feels better. Her mind is vastly relieved, and then she tears the writing out and burns it."

It is announced that the firm of Maron Brothers, builders and contractors, Roine, have failed for the enormous sum of fifty-five million francs, nearly two millions and a quarter sterling. It was stated recently that much of the distress existing at Roine, and which was made the pretext for the recent riots, was due to rash speculators with insufficient capital: but the first large failure was hardly expected to be on this colossal scale.

An American telegram says:—Chamberlain's reception since his return has been most remarkable. He entered London as a social star of the first magnitude. His invitations would enable him to eat as many dinners daily as there are hours in the day. He is the lion of every party. There are not many parties just now, but at such as there are Mr. Chamberlain is the more easily coveted. He shone at Lady Cadogan's on Wednesday evening, one of the most fashionable of recent society events. The Devonshire Club dinner in his honour fixed for April 9th, is a marked compliment. It is announced as non-political. Lord Granville is taking the chair. The Birmingham banquet is appointed for the 28th, and the Lord Mayor presides. Mr. Bright will attend and propose the toast 'Our Kinmen,' to which American and Canadian responses are expected. This gathering is also non-political. The American Minister was urged to be present at both, but was obliged to decline both invitations.

A BRISBANE telegram dated 9th inst. says:—Small-pox has developed amongst the passengers by the steamer *Tierra*, who were quarantined at Thursday Island on the 26th of March last. The passengers had made several applications to be released, but were told they could not be permitted to leave until 21 days had expired. They then applied for permission to tranship to the *Chen-sha* steamer for Port Darwin, their original destination. The Government replied that they might do so, provided the transhipment took place in quarantine and there was no communication with the shore. Shortly after this, on Thursday last, Dr. Salter, health officer, visited Friday Island, and found a child of one passenger suffering from an eruptive disease, and ordered its isolation. On Saturday last Dr. Salter visited quarantine, and now found the child to be suffering from small-pox. He at once returned to Thursday Island and burned his clothes. The doctor refused to allow any Port Darwin passenger to have the quarantine station.

The danger of dabbling in spiritualism is shown by the experience of Luther E. Marsh, a well-known lawyer of New York. He was so far gone in his infatuation that he accepted doubt by some impious extract as the work of the old masters, and believed that he really saw the materialized spirits of Raphael and others at work for his edification. Of course, a man in such mental condition fell an easy prey to an ingenious medium, and he desisted to his valuable property. His friends ought to have no difficulty in establishing his lack of responsibility, as no court would sanction so glaring a fraud as this. The vitality of spiritualism is something which exposures soon powerless to affect. The Sybert Commission report was conclusive as regards the ablest American mediums, and it found them one and all impostors. Yet crowds of people, eager to get any word from dear ones who have died, swell the audiences of the professional mediums and accept as genuine the rankest imposture that could not deceive a twelve-year-old child. This popular delusion would be ludicrous if it were not made mournful by the wrecks of mind and body that follow its indulgence.

A LATE American telegram says:—The power which has devolved upon Frederick III. he may at any time be incapacitated from holding, and the leadership of Germany pass from one of the wisest and most precocious men to a young prince, who has hitherto been known chiefly as the representative of passion and prejudice. The relations of Germany with at least two of her neighbours can be kept friendly only by a rare combination of decision and insight. Perhaps, indeed, they cannot possibly be maintained upon peaceful terms. The internal affairs of Germany are full of pitfalls; particularism is by no means dead. These are ambitious German princes who are not Prussians, and whose respect for Emperor Frederick will go with him to the grave. The Government of Alsace is a thorny problem, which all the astuteness of Prince Bismarck has complicated; the Poles in the East are a counterpart of the pretensions in the West. The Socialistic agitation of the Chancellor has made a Liberal regime for years to come well nigh impossible. Last, but not least, the most highly educated people in Europe are given over to the domination of military caste. These are some of the difficulties that beset the path of Emperor Frederick, and in facing these grave responsibilities he is terribly handicapped. Intelligent, upright, and unselfish, he enjoys the respect and affection of all who know him. If any man could save Germany through the breakers that are assuredly ahead of her, it would be Emperor Frederick, but by what appears to be the cruelty of fate, the one man most needed has been for some months dangerously ill, and it is still an open question whether his recovery is possible.

It is stated that the Teesside Iron and Engine Works Company, (Limited), have secured an order for the construction of a complete blast-furnace plant, with all machinery, &c., for China. These will be the first blast-furnaces in the Celestial Empire, and the contract was secured in the face of severe competition.

GRAMMAR has been called the skeleton of language; but it is well not to accept the definition too literally, and teach both grammar and anatomy to your pupils without allowing a decided interval for reflection. Here is the result as shown in a recent answer to an examination paper:—"The human body is made up of the head, the thorax, and the abdomen. The head contains the brain, when there is any. The thorax contains the heart, lungs, and diaphragm. The abdomen contains the bowels, of which there are five—A, E, I, O, U, and sometimes W and Y."

A GENTLEMAN who was invited out to dine at a Delaware Avenue residence lately observed that the chandelier over the dining-room table was of peculiar construction, so that there was a light over the head of each guest. The globes were of various colours—some amber, some red, and some blue.

'What is the object of having the globes of different colours?' the guest asked of his hostess. 'Why, you see,' said she, 'when one gives a dinner or tea, one must invite some people whom one perfectly hates. Now, last Tuesday I gave a supper, and I had to invite two women whom I despise. But I had to invite them, or some of the young men I wanted wouldn't come. I had my revenge on my fair enemies, however. I placed each of these two women under one of these pale blue lights at the table. They are usually considered beautiful women, but under that light they had the most ghastly look you ever saw. They were perfect scarecrows. They seemed to have aged twenty years the minute they sat down. The men noticed it, but they did not divine what caused it. They were quite taken aback, and awfully glum at first. But finally one of them turned with a sigh and began talking to a real honest little thing that was sitting under a ruby-coloured light. Why, she was perfectly charming under it. So you see that when I want people to look perfectly hideous I put them under the blue lights. It kills everything.' The gentleman looked up. He was under a blue light.

After prolonged and difficult negotiations, an agreement between the Imperial Government and the Austro-Hungarian Lloyd Company, was arrived at on March 19. The Government has undertaken to grant an annual subsidy of 12,000 £. for the Brazilian line, and to pay the Company 20,000 £. a year in respect of the Suez Canal dues.

ZAMBIA.—The British Government has a very considerable interest in the character and intentions of the new Zambian ruler. It is only a few months since the British East African Association concluded a Treaty with the late Seyid, by which they obtained a fifty years' lease of the stretch of wonderfully fertile country lying north of Kilimandjaro as far as the Tana; but the boundaries of German and English influence have not yet been precisely demarcated, and disputes between English and German Majesty had to remain in bed—the whole world.

Berlin, April 14th.—(Afternoon).—The Emperor Frederick drove through Berlin to-day in a closed carriage amidst the great enthusiasm of the citizens.

London, April 16.—Mr. O'Brien was placed before the magistrate at Loughborough and was remanded until Thursday next, bail being accepted.

THE GERMAN EMPEROR'S HEALTH.

Charlottenburg, April 13.—The latest bulletin regarding the health of the Emperor of Germany states that, owing to the contraction of the air, the *canal*, which was inserted into the trachea for the passage of air, was changed yesterday, and his Imperial Majesty had to remain in bed the whole day.

Berlin, April 14th.—(Afternoon).—The Emperor Frederick drove through Berlin to-day in a closed carriage amidst the great enthusiasm of the citizens.

London, April 16 (12.55 p.m.).—Doctor Matthew Arnold, suddenly, of heart disease.

(From the *London & China Express*, of 30th March.)

A telegram from Malta, March 22, states that the British steamer *Twiss*, from Bangkok to Liverpool, reports having been

attacked by pirates on board during eleven hours of *Damietta* Banks, but got off without assistance after jettisoning 1,600 bags rice.

The *Twiss* was examined by divers, and found to have received

no damage.

The steel screw-steamer *Choy-Sang*, built for the Indo-China Steam Navigation Co. (Limited), by Messrs. Hall, Russell & Co., Aberdeen, underwent her trial trip for speed in Aberdeen Bay on the 26th inst. The results were very satisfactory, the mean speed being 12.1 knots per hour, the engine working with great smoothness.

Travellers to and from the East and the Antipodes will be interested to know that the P. & O. Company have made Iomata (on the Timor Lake—but the "Bitter Lakes") a port of call for both homeward and outward bound passengers. The first steamer to avail itself of the change was the *Rosetta*, which landed passengers for Cairo at that pleasant and accessible port on March 9 on her way to Australia.

The *Impératrice*, Captain May, made a three hours' commissioned trial of her engines in the Solent on the 24th inst., under the superintendence of the officers of the Steam Reserve. Her immersion, in consequence of her coal stores having been increased from 400 tons to 900 tons, was greater than when she had a couple of iron military masts. Her forward draught was 25 ft. 10 in. and after draught 28 ft. 6 in., which gave her a mean immersion of 27 ft. 3 in. As it is intended to put 200 tons of coal additional on board, and as 37 tons of weight are estimated to shift her an inch, her mean draught will eventually be close upon 28 ft., which will bring the top of her side armour awash. The steam trial was remarkably successful. She was driven at her full natural draught power, the fans being kept turning for purposes of ventilation only. The mean steam pressure in the boiler was 85.79 lbs., the vacuum 27 and 26 inches in the star-board and port condensers respectively, the revolutions 78 and 75, the horse-power 3,478.6 (starboard) and 3,600.6 (port), giving a collective indicated horse-power of 6,070.27. The average speed realised as tested by the measured mile was 16 knots, the depth of the pr-pullers having evidently increased their efficiency.

The *Impératrice*, 1½ armoured cruiser, Captain W. A. May, was to have left Portsmouth on the 23rd inst. for the China Station, and she was accordingly inspected on Wednesday by the Commander-in-Chief (Admiral Sir G. G. Willes). But in the afternoon orders were received directing the ship to return into harbour, as some of her gun fittings had been found to be not in accordance with the regulation pattern; and her departure has, therefore, been delayed for several days.

THE COOLIES' STRIKE.

The cargo-boat coolies' strike is at an end. The boats came back to the harbour this morning, and to-day work is going on full swing. The report given out on behalf of the coolies is, of course, that the Government have given in. The real truth is, we believe, that the Registrar-General sent agents to point out to them the folly of the course they had adopted and to promise them that, if they returned to work and sent in a petition to the Governor, their requests would be duly considered. We have no doubt the middlemen also held out to the coolies a hope of some concession being made to them. At all events the question of resuming work was settled last night, and before six o'clock this morning the cargo-boats were all on their way towards Hongkong. As might be expected the strikers have suffered a good deal from their recklessness, having reached a stage of almost complete destitution. Everything that could be used for the purpose of 'raising the wind' was handed over to the sullen and obliging pawnbroker and the question of how to provide 'chow' had become exceedingly urgent. It is to be hoped that the lesson they have been taught will have a wholesome effect, while at the same time it may also be hoped that the treatment any respectful representations of theirs shall receive from the Government will still further convince them of the error of ranging themselves in opposition to authority in the way they have done on this occasion.

While the shipping community are to be congratulated upon giving a hearty support to the Government in resisting any concession, the Colony generally will gladly admit that Hongkong has never seen a strike of such dimensions as this has been, pass off with less disturbance. Beyond the irritating and covert attempts at coercion and intimidation, nothing worthy of mention has occurred to disturb the peace. The Police deserve this commendation, and the conclusion of the strike and the end of the dispute, without serious disturbance augurs well, we hope, for the future behaviour of the coolie class. The coolies must have lost heavily, they have lost work which will never come back to them, and they will require some time to recoup their losses.

#### NEWS BY THE ENGLISH MAIL.

The P. & O. steamer *Second* arrived this evening with the English mail of 30th March. We take the following telegrams from our Ceylon exchanges:—

#### THE AMOUNT OF STOCK CONVERTED.

London, April 13.—In the House of Commons last night, Mr. Goschen announced that, according to the National Debt Conversion Bill, a total of £450,000,000 sterling of stock had been converted. The whole sum to be converted is about £558,000,000 sterling.

#### THE GERMAN EMPEROR'S HEALTH.

Charlottenburg, April 12.—The condition of the Emperor of Germany's health is getting less satisfactory. His Imperial Majesty is not troubled nightly with a cough.

#### THE BISMARCK-BATTENBERG CRISIS.

Berlin, April 12.—The semi-official journals of the Empire intimate that the settlement of affairs of Germany are full of pitfalls; particularism is by no means dead. These are ambitious German princes who are not Prussians, and whose respect for Emperor Frederick will go with him to the grave.

The Government of Alsace is a thorny problem, which all the astuteness of Prince Bismarck has complicated; the Poles in the East are a counterpart of the pretensions in the West. The Socialistic agitation of the Chancellor has made a Liberal regime for years to come well nigh impossible. Last, but not least, the most highly educated people in Europe are given over to the domination of military caste. These are some of the difficulties that beset the path of Emperor Frederick, and in facing these grave responsibilities he is terribly handicapped.

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#### THE EMPEROR FREDERICK BETTER.

London, April 15th.—Mr. O'Brien, against whom a warrant was issued, owing to the speech made by him at a proclaimed meeting at Loughborough, on Sunday last, has been cluding the Police during the last few days. He was, however, arrested yesterday while landing at Kingston, and conveyed to Loughborough under a strong escort.

#### THE EMPEROR FREDERICK BETTER.

London, April 14.—The Official Bulletin this evening states the health of the Emperor Frederick states that His Imperial Majesty slept better yesterday, his cough was not troublesome, and he transacted business without showing any signs of fatigue. The new canula which was inserted into the trachea on Thursday last showed favorable results as to the breathing capacity of the tube.

#### EXCAVATION OF ROYAL COURTYARD.

Norfolk, April 14.—Their Majesties the King and Queen of Italy have paid a visit to Her Majesty the Queen at the Villa

Palmieri to-day. Her Majesty invited King Humbert and Queen Margherita to Windsor Castle, and Their Majesties have accepted the invitation, politics permitting.

#### THE CENTRAL ASIAN RAILWAY.

Merv, April 13.—The Central Asian Railway joining Merv and Samarkand opens for traffic on the 27th, proximo.

#### MR. O'BRIEN REMANDED.

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#### THE PREMIER OF NEW SOUTH WALES ON THE CHINESE QUESTION.

Sir Henry Parkes, Premier of New South Wales, in the course of a recent speech, said:—I now desire to say a few words on this question of the influx of Chinese.

I was as a preface to what I had to say that I gave you these statistics of the Chinese Empire in order that you might comprehend the full magnitude of the question.

I have been at all times—and that means over a period of 30 years—opposed to Chinese emigration, but never at any period of my life have I joined with people who attempt to run down the Chinese. So far as I have been able to observe the Chinese in our country, they are a steady, industrious, law-abiding, peaceful people, and they certainly have performed many duties in certain provinces of industry which have been of great advantage to the people of the colony. (Hear, hear.) Of course, there are bad characters even in the Murmansk district. (Laughter.) I would not undertake to say that there are some few Chinese who are not fit to be in our country.

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#### VENEZUELA, ENGLAND AND THE U.S. A.

An American telegram says:—Venezuela is on the verge of a great political revolution.

The body of her great patriot, General José Antonio Baez, was taken to-day on board the United States ship *Pensacola*, and it is expected that when it reaches Caracas, Venezuela, three weeks hence, the first step in the bold gigantic scheme for a political revolution ever known will take place. Baez's body had lain here for fifteen years. Venezuela sent a committee to bring back the dead spirit, and the proposed scheme seems to be in the interest of General Guzman Blanco. Blanco has

## Mails.

## Mails.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP  
COMPANY.  
THROUGH to NEW YORK, via  
OVERLAND RAILWAYS, and TOUCHING  
AT TOKOHAMA, and SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
SYDNEY will be despatched  
from San Francisco via Yokohama on  
WEDNESDAY, the 2nd May, at 3 p.m.,  
taking Passengers and Freight for Japan,  
the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

Fair-class Fares granted as follows:—

To San Francisco ..... \$300.00

To San Francisco, and return, ..... 350.00

available for 6 months ..... 350.00

To Liverpool ..... 325.00

To London ..... 360.00

To other European points at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers, who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%.

This allowance does not apply to through fares from China  
and Japan to Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m. same day; all Parcel Packages  
should be marked to address in full value  
of same.

Congular Invites to accompany Cargo  
destined to ports beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 504, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, April 24, 1888. 666

## NORDDEUTSCHER LLOYD.

## NOTICE.

## STEAM FOR

SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
TRISTE, BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK-  
SEA & BALTIK PORTS;

ALSO:  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON WEDNESDAY, the 9th day of May,  
1888, at 4 p.m., the Company's  
Steamship BAYERA Cart. R. S. S. P. C.  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this port as above,  
calling at GIBRALTAR.

Shipping Orders will be granted till  
4 p.m. on the 8th May, 1888. (Passages are  
not to be sent on board; they must be left  
at the AGENT'S Office). Contents and  
Value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.

The Correspondent's column also affords  
further and greater facilities for the inter-  
change of views and discussion of various  
topics.

Original contributions in Chinese, Latin,  
or any of the Modern Languages are  
received. The papers are contributed by the  
members of the various Consular, the Imperial  
Customs, and Hongkong Services, and also by the  
Missionary bodies amongst whom a high degree of Chinese scholarship  
is assiduously cultivated. Amongst the  
regular contributors are Drs. Chalmers,  
Eitel, Breiteneicher, and Hirth, Professor  
Legge, and Messrs. Balfour, Watterson, Stent,  
Phillips, MacIntyre, Groot, Jamieson,  
Faber, Kosch, Parker, Playfair, Giles,  
Piton, and Taylor, all well-known names,  
indicative of sound scholarship and thorough  
mastery of their subject.

The Subscription is fixed at \$6.50 per  
annum, postage included—payable in advance.

Orders for binding volumes will be  
promptly attended to; Address, "Manager,  
China Mail Office."

For further particulars, apply at the  
Company's Office.

STEAM FOR:  
SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID.

MEDITERRANEAN AND  
BLACK SEA PORTS: ALEXANDRIA,  
MASSILLE, AND PORTS  
OF BRAZIL, AND LA PLATA;

ALSO:  
LONDON, BAVIER, BORDEAUX,  
DUNKIRK AND ANTWERP.

STEAM FOR:  
SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID,  
MARSEILLES, MALTA, GIBRALTAR,  
BRINDISI, VENICE, AND  
LONDON;

ALSO,  
BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERSIAN  
GULF PORTS, MARSEILLE,  
TRISTE, HAMBURG, NEW YORK  
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
TEHERAN, Captain F. H. SEYMOUR, and  
Her Majesty's Mail, will be despatched  
from this for BOMBAY, on SATURDAY,  
5th May, at Noon.

Cargo will be received on board until  
4 p.m.

Packets and Specie (Gold) at the Office  
until 4 p.m. on the day before sailing.

Tax, Sols and Values for Europe will  
be transhipped at Colombo; General Cargo  
at Bombay, arriving one week later than  
by the direct route via Colombo.

For further Particulars regarding  
FREIGHT and PASSAGE, apply to the  
PENINSULAR & ORIENTAL STEAM  
NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.

Shippers are particularly requested to  
note the terms and conditions of the  
Company's Black Bills of Lading.

Passengers desirous of insuring their bag-  
gage can do so on application at the  
Company's Office.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, April 26, 1888. 675

Occidental & Oriental Steam-  
ship Company:

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE Steamship OCEANIC will be  
despatched for San Francisco, via  
Yokohama, on THURSDAY, the 10th May,  
at 3 p.m.

Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
ports.

All Parcel Packages should be marked to  
address in full; and same will be received  
at the Company's Office, until 5 p.m.  
the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco ..... \$200.00

To San Francisco and return, ..... 350.00

available for 6 months ..... 350.00

To Liverpool ..... 325.00

To London ..... 360.00

To other European points at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
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## HONGKONG, July 25, 1887.

## Intimations.

## THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,

TENTH YEAR.

THIS Review, which was intended to meet  
the wants of many students of Chinese  
caused by the discontinuance of "Notes and  
Querries on China and Japan," has reached its  
Fourteenth Volume. The Review discusses  
those topics which are uppermost in the  
minds of students of the "Far East" and  
about which every intelligent person con-  
nected with China or Japan is desirous of  
acquiring trustworthy information. It in-  
cludes many interesting Notes and original  
Papers on the Arts, Sciences, Ethnology,  
Folklore, Geography, History, Literature,  
Mythology, Natural History, Antiquities,  
and Social Manners and Customs, etc., etc.,  
of China, Japan, Mongolia, Tibet, and the  
Far East generally. Recently a new de-  
parture has been taken, and the Review now  
gives papers on Trade, Commerce, and  
Literature, and critical notes on the  
recent works on such topics. Authors and  
Publishers are requested to forward works  
to "Editor, China Review, care of China  
Mail Office."

The Review Department receives special  
attention, and endeavours are made to  
present a careful and concise record of  
Literature on China etc., and to give  
critiques embodying sketches of the most  
recent works on such topics. Authors and  
Publishers are requested to forward works  
to "Editor, China Review, care of China  
Mail Office."

The Notes and Querries are still continued  
and form an important means of obtaining  
and diffusing among students know-  
ledge of obscure points.

The Correspondent's column also affords  
further and greater facilities for the inter-  
change of views and discussion of various  
topics.

Original contributions in Chinese, Latin,  
or any of the Modern Languages are  
received. The papers are contributed by the  
members of the various Consular, the Imperial  
Customs, and Hongkong Services, and also by the  
Missionary bodies amongst whom a high degree of Chinese scholarship  
is assiduously cultivated. Amongst the  
regular contributors are Drs. Chalmers,  
Eitel, Breiteneicher, and Hirth, Professor  
Legge, and Messrs. Balfour, Watterson, Stent,  
Phillips, MacIntyre, Groot, Jamieson,  
Faber, Kosch, Parker, Playfair, Giles,  
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mastery of their subject.

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E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, April 26, 1888. 675

## INTERIMUS.

## SUMMER TIME TABLE.

## THE KOWLOON FERRY.

STEAM LAUNCH  
MORNING STAR

RUNS DAILY AS A FERRY BOAT between  
Pedder's Wharf and Tsim-Tsui-Tau at the  
following hours:—This Time Table will  
take effect from the 12th APRIL, 1888.

WEAK DAYS. RUNDAYS.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M. 6.00 A.M.

8.00 8.30 7.30 8.00 8.00

8.50 9.00 8.00 9.15 8.50

9.40 10.15 9.45 10.15 10.45